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INDIA, AUSTRALIA, etc., and for
PRIVATE SUBSCRIPTIONS BY THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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[84-1]

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Hongkong, 1st April, 1909. [1260]

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One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:
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[1115]

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THE GOLD MEDAL for Quality in the
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VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—
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1st SALOON £71.10 SINGLE; £106.14 RETURN.
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[1465]

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A Quantity of NETTING for Tennis
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EXTENSIVE WATER
FRONTAGE, DEEP WATER.
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Hongkong, 8th June, 1906. [84-168]

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she lies off AN KIN, with all Gear and
Stores, Belling and Mee Traps on Board.
Length over all, 42 feet; Beam, 10 feet 3
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Lead, 350, weighing 7,050 lbs. Teak Hull.
Copper Fastenings.
New Sails Area about 1,700 square feet.
Large English built dinghy, Three Anchors,
Chain and Hemp Cables, Two Life Buoy,
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Complete and ready for sea.
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Hongkong, 31st December, 1909. [106]

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MANUFACTURERS of the best quality of
Hand-made Drawn Chinese Linen and
Cotton Cloth. All kinds of Silk of best quality,
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Hongkong, 25th December, 1909. [1432]

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LONG FLAX
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[1535]

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MANAGER.
Hongkong, 24th July, 1905. [1208]

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APPROACH FROM KENNEDY ROAD AND
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ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
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Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [1436]

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WHEN you may have ALL the Comforts
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THE WAVERLEY,
PRIVATE BOARDING HOUSE,
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Newly decorated and fitted with every modern
convenience.
Cuisine unexcelled.
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Terms, Just Right!
Mrs. W. U. EMBERLEY
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Hongkong, 1st November, 1909. [144]

VICTORIA HOTEL

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SITUATED ON THE BRITISH CONCESSION.

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SITUATED IN THE CENTER OF PRATA GRAND
Both Hotels electrically lighted, and under
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GUIDES AND CHAUFFEURS PROVIDED.
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REASONABLE RATES.
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This Hotel is under European manage-
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All comforts of a home.
A most pleasant retreat for those desiring for
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sus An* and *Sat Fat*) daily to
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from Canton, give easy communication with
both these centres.
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THE best TONIC for keeping in perfect
health in the Tropics.
It is a Liquid Food in predigested form
containing all the best, soothing and tonic
effects of the choicest hops, barley, and
alcohol. Highly recommended by the best
medical profession in cases of DEBILITY
after MALARIA, from OVERWORK or
other causes, ANEMIA, NERVOUSNESS
or DYSPEPSIA. Samples on Application.
SIEMSEN & CO.,
Agents.
Hongkong, 14th December, 1909. [1519]

RANDOM REFLECTIONS.

The Race as over and serious views of life have become general.

Now is indeed the time for reflection. The ordinary individual is inclined to review his or her course of action during the past week and to be content in regrets for lack of resolution at certain times and for not following inclination at others, but bitter thoughts afford little consolation for empty pockets.

I wondered, as I looked at the Jockey Club enclosure at the Happy Valley, strewn with discarded pari-mutuel or sweepstake tickets, what a philosopher of the type of Carlyle would have said had he been present. He would probably have found some equivalent for his original remark that the population of Great Britain consisted of thirty-eight millions—mostly fools.

Of course, a philosopher like that is a very superior sort of person. He "is gay ill to love wit" and that being so he left pretty much to himself. I don't mean to suggest that the "intellectuals" are as a rule objectionable people, but I must confess to a liking for the man who comes up smiling after disappointments, and who, while enjoying to the full all the pleasures which come to him, can sum up the philosophy of life in the remark, "One never knows."

It was instructive to note the demeanour of those who patronised the pari-mutuel. There was expectancy and hope seen on most faces, which gave way to a strained expression as the race was in progress, culminating in a shout of joy or a less vehement expression of disappointment according to the order in which the ponies reached the winning post. There was no difficulty in distinguishing between winners and losers, and it was a well-begone crowd which left for home on the last day.

The first race on Wednesday morning provided a surprise when Resolution secured an unexpected win. Nobody had backed him, which is exceptional, as people usually attend the Race Course full of resolution.

If the good Christian who sent a parcel of tracts all the way from Melbourne to an erring brother in Hongkong knew how extensively these pieces of paper had been circulated here, he would not doubt be delighted. But if he was also told where and by what means the messages were brought to prominently before the local public, his delight would probably diminish. It was on the Race Course that the glad tidings were spread, and many of those who received the little folded slips of paper were told that they contained "tips." The last word was sufficient to stir a reader's curiosity, but an inspection showed that the tips were not of the nature for which he searched. Consequently he passed them on to friends, and took tickets in the pari-mutuel or the cash sweep in the hope of receiving tidings of more worldly joy. One man was heard to say that such things were good enough for "the 'eathen in his blindness," but were not suitable to circulate among gentlemen gamblers on the Happy Valley course.

Business cards have not been too prominent the week. Even the time-hall at Kowloon had the holiday spirit and struck work.

The new licensing authority is to have its first meeting to-day. Its proceedings should be followed with some interest, especially in view of the licensing experiments which have been under consideration recently.

The men who represented Hongkong at the Manila Carnival have returned, and some interesting reminiscences are being related. One is too good to be left to a limited circle. It relates to a popular young officer who, at the last moment took the place of a chaplain in the Philippines capital he was escorted to the house of the dean and welcomed by his wife. To her it was explained that he was not a clergyman, but he was ushered into the presence of the dean before the latter was acquainted with the fact that his guest was a layman. After a few words of welcome the dean said: "By the way, I would like you to take the sermon on Ash Wednesday." Somewhat taken aback, and not being quite sure whether he was not being treated to a little American humour, the visitor gave a non-committal "Ahem." Thinking the visitor needed a little more persuasion the dean renewed the request, saying he was sure his flock would appreciate the change in the pulpit. "Well, I don't mind having a look at it," replied the young officer, beginning to appreciate the humour of the dean. But the unconventional nature of the reply startled the dean, and matters were at this interesting stage when the dean's wife entered the room and explained, much to the relief of the visitor.

The price of a spit on a Glasgow tram is quoted at two shillings and sixpence. This reminds me that the notice on the Hongkong tram that "gentlemen will not spit; others must not" has been withdrawn. Does that mean that the anti-spitting campaign is proving successful?

A medical journal *The Hospital* now declares that a long course of water drinking produces hysteria and want of control. In view of the number of Hongkongites who as the result of liquor duties have decided to go on the "water wagon," it makes me feel apprehensive regarding their future should they continue in their resolutions.

The A.D.C. must look to its laurels. The Portuguese juveniles who have been giving performances of "La Mascotta" at the Club Luncheon, have earned golden opinions, and on Thursday last were honoured by the presence of His Excellency the Governor, His Excellency the General, Vice-Admiral Baron Kammura and the wife of the Colony, who were greatly surprised and highly pleased with the performance.

ROBERT RANDOLPH.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

OFF DAY.

Saturday, February 19th.

The Officials of the Jockey Club are—

Stewards.

His Excellency Sir F. J. D. Lugard, K.O.M.G., C.B., D.S.O.; His Excellency (Vice-Admiral) Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Major-General E. G. Broadwood, C.B., Commandant H. Lyon, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Sir Henry May, K.C.M.G.; The Hon. Mr. W. J. Gresson, P. B. Deacon, Esq.; Major W. A. Eaton, H. J. Gedge, Esq.; J. A. Jupp, Esq.; Capt. F. W. Lyons, N. J. Stabb, Esq.; H. P. White, Esq.

Showers in charge of the Scale—H. J. Gedge, Esq., and Capt. F. W. Lyons.

Handicappers—Major W. A. Eaton and J. A. Jupp, Esq.

Judge—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge—Major W. A. Eaton.

Time Keeper—The Hon. Sir Henry May, K.C.M.G.

Second Starter—M. W. Slade, Esq.

Time Keeper—T. S. Forrest, Esq.

Hon. Treasurer—J. F. Cox-Edwards, Esq.

Clerk of the Course—T. F. Hough, Esq.

The Off Day on Saturday afternoon provided a very fine afternoon's sport and proved a fitting conclusion to a most successful meeting. The card included six races, and though there was a little delay, the events were carried through satisfactorily. There being fewer "certainties" than at the race meeting proper, the programme was invested with even a greater interest, and the performances of the ponies were closely watched throughout the afternoon. It would not be correct to say that there were any surprises, but the larger dividends paid by the pari-mutuel showed that the favourites were not always coming home as expected. Messrs. Johnstone and Burdell did not ride, but Mr. Vida had several mounts, and Captain Taylor was again seen sporting silk. The results are detailed as follows:

THE HAY AND CORN STAKES.—Value \$200.

For all Subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. To be ridden by Jockeys who have never had more than two winning mounts in Hongkong, Shanghai or Tientsin. Unplaced runners allowed 5 lb. Entrance \$5 to go to Second pony. Half a mile.

Mr. Eillard's Snooker, 11st 11lb (Mr. Master) 1.

Capt. Taylor's Tomahawk, 11st 11lb (Mr. Master) 2.

Mr. Duff's Greyhound, 10st 10lb, 5lb allowance (Mr. Kilmann) 3.

Mr. Q. T.'s Insuar, 11st 11lb, 5lb allowance (Mr. Kilmann) 4.

Mr. G. Q. Henrique's Valentine, 10st 10lb, 5lb allowance (Owner) 5.

Mr. Medico's Christmas Daisy, 10st 12lb, 5lb allowance (Col. Bayard) 6.

Mr. F. B. Marshall's Cabbage Tree, 10st 12lb (Mr. Blair) 7.

Mr. Ottery's Butcher, 10st 7lb, 5lb allowance (Mr. Hickmann) 8.

Mr. Ottery's Tremor, 10st 12lb, 5lb allowance (Mr. Kilmann) 9.

Mr. Stoll's Lightfoot, 10st 13lb, 5lb allowance (Owner) 10.

Mr. Ellis Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Seacrest) 11.

Mr. Giffin's Deceiver, 10st 10lb, 5lb allowance (Mr. Williams) 12.

A dozen ponies faced the starter in the first race and some difficulty was experienced in getting them away. There were at least six false starts before the bell rang, and then Snooker, who had been evincing a determination not to be left at the post, led from Greyhound, with Tomahawk third and Lightfoot fourth. The leader improved his position and at the village was still ahead. Lightfoot, coming up, took second place into the home straight, but Snooker on the rails was ridden easily. Greyhound came up strong on the outer course, but Tomahawk put on the speed and just finished half a length behind the winner. Time—1 min. 01.1/5 sec.

Parl Mutual. Cash Sweep.

Winner: \$18. Ticket No. 146 \$626.85

1st \$8 " 107 179.10

2nd 10.30 " 128 89.55

3rd 19.50

THE "LOTTERIES" STAKES.—Value \$200.

For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Subscription griffins that have run at this meeting and been placed second allowed 3 lb, those that have been placed third allowed 5 lb. Unplaced Subscription griffins allowed 10 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winners barred. Entrance \$5 to go to second pony. From the Two Mile Post One Mile and a half.

General Broadwood's Rufus, 10st 8lb, 7lb allowance (Capt. Heathcote) 1.

Mr. Ellis Kadoorie's Rubber Chief, 11st 11lb (Mr. Moller) 2.

Mr. Dryadus's Trip, 11st 11lb (Mr. Laurence) 3.

Mr. F. B. Marshall's Olive Tree, 10st 12lb (Mr. Vida) 4.

Mr. Slater's Rajput, 10st 5lb, 7lb allowance (Owner) 5.

A very exciting race and surprising finish. Tree led at the start from Rufus and Chief. Triad bringing up the rear. This order was maintained past the football stand, and going uphill Triad drew into third place. Chief now made a bold bid for the honours, and going strong on the outside course challenged Rufus, who was now in the van, Tree having dropped into fourth place. Rufus won by half a length from Rubber Chief, Triad, with a struggle, keeping third position.

Time—2 min. 19.2/5 sec.

Parl Mutual. Cash Sweep.

Winner: \$103.40. Ticket No. 21 \$1,373.40

1st 17.50 " 91 392.40

2nd 7.70 " 131 196.20

THE "ALL OUT" STAKES.—Value \$200.

For all China ponies that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies and *bona fide* griffins on date of entry allowed 5 lb. Subscription griffins of this season allowed 10 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances not accumulative. Off-day winners barred. Entrance \$5 to go to second pony. One Mile and a quarter.

Parl Mutual. Cash Sweep.

Winner: \$10. Ticket No. 91 \$1,384.50

1st 6.30 " 215 567.00

2nd 8.70 " 482 233.00

3rd 7.20

COMPANY MEETINGS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half-yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall at noon on Saturday, The Hon. Mr. W. J. Gresson presided, and there were also present: Messrs. H. E. Tonkins (Deputy Chairman), R. G. Sheehan, G. Balloch, J. W. Baidow, E. S. Barry, C. R. Laumann, C. S. Gubbay, E. Shellin, F. Lieb, H. A. Siebs (Directors); J. B. M. Smith (General Manager); Hon. Mr. E. A. Hewitt and Messrs. J. W. C. Bonner, W. H. Wickham, F. Maitland, H. L. Denys, T. I. Ross, G. H. Mathurst, N. J. Stabb, J. Cox Edwards, A. B. Rouse, J. Johnston, A. Findlay Smith, W. Dunbar, W. H. Parrell, J. M. E. Maohado, J. Barton, S. Michael, A. H. Ough, Lo Chung Shih, Ho Fook, Wong Leung Him, Lau Fan Chiu and Chan Tong.

The CHIEF MANAGER read the notice convening the meeting.

The CHAIRMAN, having read the report already published, said:—Gentlemen,—At our last meeting I remarked that the ease prevailing in the various money markets made it difficult for us to find full and profitable employment for our funds, and as similar conditions have existed more or less during the past six months, it is with a little satisfaction that your directors are able to lay before you the report which I have just read. In addition to the usual dividend of 22 per cent, we are again able to recommend a bonus of 5/- per share besides adding \$250,000 to our Silver Reserve Fund, which, with the \$750,000 apportioned to that Fund last June, makes an increase of \$100,000 for the year 1909. This leaves a balance of \$2,623,987.94 to be carried forward, being slightly in excess of the amount brought in from the previous half-year. I hope this distribution of profits will meet with your approval. It is very generally admitted that the past year was not particularly favourable to banking business, especially for a Bank like ours. In times of restricted trade, and curtailment of credit, our deposits increase, and yet we must keep our funds in liquid form, ready to meet any revival in exports and imports, the finance of which constitutes the most important part of our business. Your Directors have much pleasure in acknowledging that the excellent results attained are due to our capable staff, whose work shows that they have the Bank's interest at heart, and I am sure you will approve of our having voted them a bonus of 10 per cent on their salaries. (Applause.) Turning now to the future, I am glad to say that there appears to be better grounds than ever for believing that a general improvement in trade prospects has set in. India shows a marked recovery, although the total volume of trade in that country during the past year is not greatly in excess of 1908, it has witnessed a return to more normal conditions as regards the balance of exports over imports, the surplus for 1909 being some £35 millions, against \$11,600,000 the previous year, not far short of 1907, when exports exceeded imports by a little over £45 millions. The increased aspect of good crops and high prices in several of the principal articles of export. In particular I may mention the big export of wheat last season, and the present cotton crop, which is a record in quantity and seems likely to find a receptive and highly remunerative market. The effect of such excellent harvests must mean prosperity to the people, and can hardly fail to bring about a revival in trade, and a return of confidence, which will gradually provide employment for the recent almost unparalleled accumulation of capital in the chief monetary centres of India.

From the Straits Settlements and Federated Malay States reports are very satisfactory. The high price of rubber has given a great impetus to the development of land for its cultivation. The export of this product, although still considered in its infancy, already figures prominently in the trade returns, and it is confidently anticipated that, in the course of time, the export of rubber from that region will become no insignificant factor in the world's supply. Tin also has benefited from an advance in price, and a year which opened under somewhat gloomy conditions for the Straits Settlements has proved to be one of considerable prosperity, with even better prospects ahead. The importance of the tin industry, combined with the vast possibilities of rubber, appeared to call for increased banking accommodation in the Malay Peninsula, and in defence to the repeated wishes of our friends and constituents, as well as to fortify our position in the Straits Settlements, it was decided to open sub-agencies at Malacca and Kuala Lumpur, as mentioned in the report.

We hear from Saigon and Bangkok that rice in Cochinchina and Siam promises to be full average crops, and as the welfare of the population in those countries is largely dependent on the rice harvest, I hope that the present favourable outlook will be realised, so that we may reasonably anticipate active trade at those important shipping ports, in whose prosperity shipping interests in this part of the world are so intimately concerned.

As regards the Philippines, I am pleased to say that our advice point to brighter prospects opening up for these islands. The rice crop of 1908-9 was disappointing, but the export of hemp was the highest on record, and the Payne Tariff Bill has proved beneficial to sugar and tobacco and related to give a stimulus to the cultivation of these commodities. The introduction of more capital seems to be the chief thing required to bring about greater prosperity, and in the United States of America they have immense resources to draw upon, so soon as capitalists realise that there is safe and profitable employment for their money in the Philippines. Japan, like other countries, has also been passing through a state

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of depression as regards the import trade, which shows a considerable falling off during the past year. This was largely due to lack of confidence, and a consequent disinclination on the part of Japanese banks to finance enterprises so freely as formerly, but this restriction of credit has had the desirable effect of bringing about a much healthier condition of affairs. Crops generally have been excellent, the rice and raw silk figures will both show a record, but unfortunately they have not met very good markets. Rice, I understand, owing to low prices, has been stored by the farmers, and raw silk has also been handicapped by reduced prices in Europe, and a poor demand in America; consequently the circulation of money resulting from abundant harvests has not yet been generally felt over the country. The value of exports, however, will show a considerable increase over the previous year, and as money is very easy in the country, it seems only fair to assume that conditions are such as to assist trade, and encourage business, as soon as there is a return of confidence, and a legitimate demand springs up for goods to replenish stocks, which at present are said to be depleted far below the average of recent years. Coming nearer home, there seems no doubt that Hongkong, and the Southern Ports in China, are at last recovering from the long period of depression, which dates back from 1905; one of the most promising signs, so far as Hongkong is concerned, being a gradual improvement in the enquiry for property, which would hardly take place unless it was generally felt that we were entering upon a period of greater prosperity. Chinese merchants have done better than for some years past, and business generally is showing signs of greater activity, more especially in imports. The average price of Bar Silver for the year, is, I believe, the lowest yet recorded, but notwithstanding the fluctuations have been confined within narrow limits, compared with what we have been accustomed to see in recent years; the highest price being 24-7/6d, and the lowest 23-4/6d, while for a considerable period the metal remained practically stationary in the neighbourhood of the year's average of 23-1/2d per oz. As a consequence, rates of exchange, both here and in Shanghai, ruled fairly steady, at a level which has proved beneficial to the development of the export trade. This is particularly noticeable in the exports from the Yangtze, which are greatly increasing, not only in quantity but also in variety, and in the direct shipments of beans from Manchuria to Europe, a new and important feature in the foreign trade of China. Stocks of piece goods in Shanghai are assuming more normal proportions, and although prices are still out of touch with home markets they are gradually improving, and indications point to a revival in this important branch of trade. As you will see from the Report, a sub-agency to Shanghai branch has been opened at Hongkong. I am sure it will prove a great convenience to our numerous constituents in that district, and it will also relieve the pressure in some departments in the main branch office. It may likewise be taken as evidence that your Directors appreciate the importance of extending banking facilities, as the growth of big centres where we are established may call for.

News from North China is also distinctly encouraging. There is said to be a wonderful change in the condition of the people in many Provinces, signs of growing prosperity are well in evidence and cultivators are gradually extending their spheres, encouraged by the railways opening up new districts and providing better and quicker means of transport than hitherto obtainable. It looks as if the people of China already realise the tremendous advantages to be gained from an extended railway system, and if this is so, it means the beginning of an impetus to a more forward policy in this direction. It requires no stretch of the imagination to see the benefits to be derived from the carrying out of such a policy. The subject of railways is such an engrossing topic to all connected with affairs in China, and has led to so much publicity in the Press of late, that doubtless some reference to the question will be expected by you. During the past year this Bank has taken a leading part in protracted negotiations with the Imperial Chinese Government, for the financing and construction of an important railway system in the upper basin of the Yangtze. An arrangement satisfactory to the Imperial Chinese Government, and fulfilling all necessary conditions of security, and equal distribution of material benefits among the international groups interested, was arrived at last June. But, at this juncture, the revival of claims in another quarter necessitated a rearrangement of terms, and a political character was thereby imparted to the negotiations, which has unfortunately retarded their completion. The delay in the construction of two railway lines of inestimable importance to China, and to the trade of all nations, which has thereby resulted, is much to be regretted. The day of political spheres of influence in China, upon which many illusive hopes were at one time based, seem past. They have been succeeded by aspirations for equal opportunities to be enjoyed by all in the development of her vast resources, aspirations which, it is to be hoped, will in time be realised. The vitality of the Chinese people, their growing spirit of patriotism and their many solid characteristics, are at once a safeguard against the resumption of the policy of spheres of influence, and a guarantee of future progress along national lines. That progress may not keep pace with Western impatience, or be affected in strict accordance with Western ideas, but we must leave China to work out her own way, feeling sure that their solution will be accelerated by vocational or hostile criticism. In the meantime, the Imperial Maritime Customs collection for the last twelve months

ROBINSON PIANO CO., LTD.

SPECIALISTS IN HIGH CLASS PIANOS

BY THE LEADING MAKERS.

JUST UNPACKED: BRINSMEAD WERNER RACHALS KRAUSS.

INSPECTION INVITED.

[31]

excepts the record of all previous years but one, the material condition of the people has improved, Chinese credit in Europe was never higher. The wealth of the country is, in fact, increasing before our eyes. To take one instance alone, the recent phenomenal growth of the Manchurian bean trade furnishes a striking illustration of the development of a hitherto unexploited resource, and the analogy may confidently be extended to industries in other parts of the Empire, as the process of development continues. It seems hardly to be contested that the capitalists who are likely to share most largely in the fruits of this development are those who, free from suspicion of political motives, are prepared to meet the needs of China in the simplest, fairest and most practical way. I do not think I need detain you longer by making a detailed comparison of the figures in the balance sheet: with our big business, its wide ramifications, and different currencies, we must expect considerable fluctuation in the totals under the various headings. Speaking generally, the figures show an improvement over those of last June, though not quite up to those of a year ago, which were the highest on record. Looking back over a period of some years, you will find that our business has been steadily growing, and with the encouraging trade prospects to which I have alluded, I think you may confidently look forward to a continuance of its growth. (Applause.) Before moving the adoption of the report and accounts I shall be pleased to answer any question you may wish to ask.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts as presented.

Mr. DENNIS—Gentlemen,—We all know the cheery optimism of after-dinner speakers when the blood has been induced to circulate a little quicker than usual, owing, perhaps, partly, to the rapid circulation of the excellent wine provided; but the very long and carefully considered statement that has just been made by our Chairman cannot be placed with the cheery speeches delivered on convivial occasions. It is a sober statement of facts showing, not only that there is ground for hope of an improvement in the future, but that a general improvement in practically all branches of trade from India to Manchuria has undoubtedly set in within the last twelve months. The political horizon is, I regret to say, at present by no means clear, and doubtless this accounts a good deal for the slowness of the recovery; but those to whom, like myself, the Far East has been the Near East for very many years, cannot fail to believe in the future prosperity of an institution which has done so well in the past, and which is in such able hands. Our Chinese fellow citizens in Hongkong have, I am told by them, had a very successful year, and the fact that there is a distinct improvement in the property market locally makes me confident that when the railway to Canton is opened and the new University established, the Colony will once more forge ahead, and Hongkong companies, about which I regret to say, there has been a good deal of pessimism lately, will again pay dividends sufficient to attract local investors. (Applause.) I am sure, gentlemen, that you will agree with me that the bonus to the staff is thoroughly well deserved, and I trust that when we meet again six months hence the political fever, which at present appears to be retarding the full recovery to health of business throughout the world, will have been completely abated, and that the Bank will be able to take full advantage of its marvellous position as the leading European financial institution dealing with the vast population of China, and we shall then reap the benefit of the 45 years of good solid work that has been devoted to it. With these few remarks I beg to second the passing of the report and accounts. (Applause.)

The motion, on being put to the meeting, was carried unanimously.

Mr. ROUSE proposed the confirmation of the appointment of Messrs. G. Balloch and F. Lieb to the Board of Directors, and the re-election of Messrs. C. R. Laumann, F. F. Tonkins and C. S. Gubbay to the Board.

Mr. JOHNSTONE seconded, and the motion was agreed to.

Messrs. W. Hinton Potts and J. W. C. Bonner were re-appointed auditors, on the motion of Mr. FINDLAY SMITH, seconded by Mr. WICKHAM.

The CHAIRMAN—That is all the business, gentlemen; thank you for your attendance. Dividend warrants will be ready on Monday.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: Press Codes: A.B.O. 5th Ed-Liebert's.

NEW ADVERTISEMENTS

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 31st December, 1909, at the Board of Directors Meeting together with a Bonus of Five Shillings per Share of £125 is Payable on and after MONDAY, the 21st day of February, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
J. B. M. SMITH,
Chief Manager.

Hongkong, 19th February, 1910. [313]

NOTICE

IN CONFORMITY with Article III. of the General Regulations of the Chinese Pilotage Service, a Board of Appointment will hold a COMPETITIVE EXAMINATION at the Harbour Master's Office, Canton, on the 1st March, 1910, to fill four Vacancies for Pilots in the Canton Pilotage Service.

Only those who have served an Apprenticeship are eligible for appointment.

FRANK HARRIS,
Acting Deputy Coast Inspector and Harbour Master.

Approved:
J. F. OISEN,
Commissioner.

Custom House,
Canton, 16th February, 1910. [314]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 20th March, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MAURA," 10,805 tons, from Colombo, passengers' accommodations in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and the West Indies (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, after cargo for London, etc., will be conveyed via Bombay by the R.M.S. "INDIA," due to London on the 15th April, 1910.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st February, 1910. [1]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DACE CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th prox. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 25th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, 19th February, 1910. [312]

EAST ASIATIC COMPANY, LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 24th inst. at 9.30 a.m.

All claims must reach us before the 28th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 17th February, 1910. [56]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1909, with Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 20th January, 1910.

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Manager at 12.30 P.M. on SATURDAY, 26th Instant, to receive a Statement of the Company's Account for the year ending 31st December, 1909, and the Report of the General Manager. The TRANSFER BOOKS of the Company will be CLOSED from the 15th Feb. to 26th Feb., both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 9th February, 1910. [281]

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS

THE FORTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Underwriter at 12 o'clock (Noon) on WEDNESDAY, the 9th March, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd February to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong Fire Insurance Co., Ltd.
Hongkong, 15th February, 1910. [287]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order,
H. F. HICKMAN,
Acting Secretary.

Hongkong, 17th February, 1910. [350]

GREEN ISLAND CEMENT CO., LTD.

LOST.

CERTIFICATE of 50 Shares standing in the Register of this Company in the name of Wong Yik has been LOST.

Script No. 8991-188693/188742=50 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 50 Shares will be issued on month hereof, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 18th February, 1910. [309]

INSURANCES

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SONS,
Hongkong, 18th August, 1909. [108]

NORTH BRITISH AND MERCHANTS' MARINE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS as 31st DECEMBER, 1908 £19,121,310.

L. Authorized Capital £26,000,000

Subscribed Capital £3,750,000

Paid-up Capital £1,215,500 0/0

II. Fire Funds £3,204,753 7/10

The Underwriter, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th January, 1909. [908]

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE and LIFE ASSURANCE CORPORATION, LIMITED, is prepared to extend the benefits of its well-known "HOME" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars, apply to
W. G. HUMPHREYS & Co.,
Agents.

Hongkong, 18th January, 1910. [187]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I.A.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 964 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 62 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 65 "

Width of Entrance on Bottom... 55 "

Water on Blocks at Spring Tide... 22 "

"PATENT" SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept in hand.

The COMPANY has the powerful steamer "OURA-MBU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready. Short Notice.

[805]

ENTERTAINMENT

SALON-CINEMA THEATRE

WYNDHAM STREET (Opposite Post Office)

TWO PERFORMANCES DAILY

6.30 P.M. Half Price. 9.15 P.M. Full Price.

Miss ADA KING, Ballad Singer.

Miss BERY CHRYSTAL, Soprano.

Miss WALLINER, Versatile Comedian.

LATEST NOVELTIES IN FILMS

PROGRAMME CHANGED MONDAYS AND FRIDAYS.

MATINEES: SATURDAY AND SUNDAY, AT 4 P.M.

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Straits, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from
SIEMSEN & Co.
(Machinery Dept.), Hongkong.

Sole Agents
DR. M. H. CHAUN,
DENTAL SURGEON,
35, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.

Hongkong, 27th January, 1910. [1152]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

GRACA & CO.

27, DES VUEX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a collection of POSTAGE STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [110]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Equidry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

A TACK & CO.

26, DES VUEX ROAD, CENTRAL.

THE LARGEST PHOTO-SUPPLIES

IN THIS COLONY.

DEVELOPING, PRINTING & ENLARGING UNDERTAKEN.

Hongkong, 4th February, 1910. [32]

NOW ON SALE.

MAIL TABLES

for 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

TO LET

TO LET

GODOWN No. 4, Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st February, 1910. [90]

TO LET

"LABRUPUR" No. 32 ROBINSON ROAD, 7 ROOMS, with Electric connection, Tennis Court and Garden.

Apply to—

LEUNG KIN ON,
Care of Netherlands Trading Society, Hongkong.

Hongkong, 19th February, 1910. [310]

TO LET OR FOR SALE

DEBBINGTON, PRAY ROAD, No. 2.

SHORNCLIFFE, Garden Road, 7.

For Particulars apply to—

O. SCHROTER,
King's Buildings, 11th, Care of General, Borneo & Co.

Hongkong, 1st December, 1909. [86]

TO LET

TO BE LET

WITH Possession from March, 1910 (Unfurnished or if desired the furniture could be taken over at a valuation).

"LAN MOR," Peak Road. Six Rooms, semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Transients Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [99-109]

TO LET

GODOWNS in MASON'S LANE, between Wyndham and Zealand Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 5th January, 1910. [150]

TO LET

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE, OFFICES To Let, No. 2, Canaught Road, 3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VUEX ROAD CENTRAL.

1st FLOOR, GODOWNS in YORK BUILDING, BUILDINGS in PRAYA EAST, BLUE BUILDINGS.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th February, 1910. [87]

TO LET

RESIDENTIAL FLAT, Hotel Mansions.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS, Alexandre Buildings.

Hongkong, 2nd February, 1910. [151]

TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD, Hongkong, 3-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May, 1910.

Apply to—

PERCY SMITH & SETH.

Hongkong, 11th January, 1910. [159]

TO LET

NOS. 53 and 59, CAINE ROAD.

Apply to—

HO U MING, 81, Queen's Road Central.

Hongkong, 8th December, 1909. [96]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in connection of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st February, 1910. [89]

TO LET—FURNISHED.

"TANTALON," 125A, BAKER ROAD, Rent \$225 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 9th December, 1909. [100]

TO LET

FIRST FLOOR of No. 4, Des Vaux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 3, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 24th January, 1910. [95]

TO LET

RAVENSHILL WEST, No. 3 PARK ROAD.

Apply to—

DEACON, LOOKER & DEACON.

Hongkong, 1st February, 1910. [240]

TO LET

No. 2, BEACONFIELD ARCADE, facing the Parade Ground.

From 1st March, 1910, for one year, a NEW 3-ROOMED BUNGALOW, at junction of Kennedy Road and Wing Lok Chong Gap.

For 6 months from 1st May, 1910, MOUNT GOUGH, 11th Peak, Plantation Road, Fully furnished, 2 sitting rooms and 4 bed and bath rooms, and use of Tennis Court with others.

Gordon & Co., known as 21, Whitefield, Shaikwan Road.</

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
UNVARIED FOR
THE SAME TODAY AS IN 1745.
180 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from all wine merchants. [46]

SANTAL MIDY

These tiny Capsules — superior to Copiba, Cubeba, and Infusions — CURE the same diseases as these drugs in without inconvenience.

Each Capsule bears the name **PARIS, 8, rue Vivienne**
Sold by all Chemists.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labuan Labuan".

BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [283]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Celleries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "TWASAKI". Codes, A1, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINLIANG: Messrs. GIBLING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
M. BISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [65]

NOTICES TO CONSIGNEES.

88. "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Charente" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "V. d'Arna", "V. de Lille", "V. de Cotte" and "Dunkerque" in connection with above Steamers are hereby informed that their Goods, Treasure and Valuables are being landed and stored at their risks into the Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 21st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., or they will not be recognized.

All damaged packages will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 14th February, 1910. [2]

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENAVON."

Capt. B. Woolfenden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **SHEWAN, TOMES & Co., Agents.**
Hongkong, 14th February, 1910. [287]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & Co., Ltd., Agents.**
Hongkong, 15th February, 1910. [296]

FROM EUROPE.

THE H.A.L. Steamship

SAXONIA.

Captain Bahl, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 17th February, 1910. [303]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

The Co.'s S.S. "FITZPATRICK."

FROM TACOMA, JAPAN AND SHANGHAI.

THE above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining on board after FRIDAY, the 25th inst., at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 23th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.
Hongkong, 18th February, 1910. [311]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Smyrna ex s.s. "Syrta," transhipped at Port Said.
Corfu ex s.s. "Syrta," transhipped at Port Said.
Venice ex s.s. "Metevich," transhipped at Trieste.
Port Said ex s.s. "Koerber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

THE FLOODS IN PARIS.

(FROM THE "TIMES" CORRESPONDENT.)

Paris, Jan. 28. In view of last night's sharp frost and the more favourable reports which are being received with regard to the state of the Marne and the Yonne it had been hoped that by today the Seine within the city boundaries would begin to show signs of having reached its highest level. All calculations, however, have been upset by the rain, which has been falling since throughout the night, and wherever soundings are practicable the depth of water shows that notwithstanding the incalculable volume which has penetrated under the city itself through the sewers and the Electric Underground, the level is considerably over 30 ft. high in the almost torrential speed of 15 or 16 miles an hour. Fresh inroads are hourly recorded, and quittings. In the meantime a large number of streets show alarming signs of subsidence, and many houses threaten to collapse.

IN THE MIDDLE OF THE CITY.

All through the night the defending army of troops and civilians has been untiringly engaged in constructing entrenchments against the advancing flood. Their efforts have in many cases been in vain. The riverside fringe of the Champs Elysees at the western corner of the Place de la Concorde is under water, and the opposite bank has been transformed into a lake, which now almost surrounds the Chamber of Deputies. The Rue de Rivoli has been closed to traffic, and the Underground Railway works at the Place d'Orleans are threatened, and have been reopened over a wide area. Many shops and restaurants in the Rue Royale are closed, and at the Place de la Madeleine the roadway is subsiding. The whole Place de la Concorde, which is honey-combed with gas, water, and sewage mains, is gradually being filled up in its subterranean parts to an alarming extent. This morning the water penetrated far up as the Boulevard des Italiens and into the cellar of the building in which the Paris office of The Times is situated. Further north, in the neighbourhood of the Saint-Sauveur Railway Station, a climax has been reached by the bursting of several more drain-pipes, and the consequent flooding of the Rue du Havre and part of the Rue Saint-Lazare. The station square has been roged off, the Terminus Hotel may have to be evacuated, the Magasin de Printemps are closed, and the water has now reached the Boulevard Haussmann, which is flooded for a distance of 300 yards to the west of the Saint-Sauveur Station. The subsidence of the roadway and the evacuation of a number of blocks of houses tell of the devastating inroads of the water underground. In the Rue du Havre, as well as in many other threatened thoroughfares on both sides of the river, workmen are building up the doors and areas of houses with a foot-deep layer of bricks and mortar. The Underground Railway stations at the Tuilleries and in the Grand Palais are now flooded to the ceiling, and crowds watch the water, which is within a few steps of the station. The suburban railway line between Saint-Lazare and Auteuil is under water at Levallois.

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The condition of many of the bridges continues to threaten danger. Traffic between the two banks is being conducted over only a limited number of them. Eight or ten of the bridges for the command of the Eastern district of Paris has telephoned to the Governor of the city asking for millions of bridges with which to blow up the great bulks of timber that are obstructing the arches. The districts of the Font de Tolbiac. This district is occupied by the regiments of Infantry, who are to be reinforced by troops from Lyon. Fresh detachments of soldiers are arriving in the city. In a number of streets in which the water has suddenly made its appearance the panic-stricken inhabitants are being rapidly rescued by means of boats and forage wagons. Although in the majority of these cases there is no immediate danger, terrified women are screaming through the windows for help, and children are crying for food. The soldiers, who cannot do more than a host of people at a time, find the greatest difficulty in persuading them that they intend to return.

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HOSPITAL PATIENTS IN DANGER.

One of the most moving scenes was the removal, early this morning, of the 400 patients from the Bouteau Hospital in the Rue de la Convention, which lies in the Javel quarter. Many of the patients were seriously ill, and some of them in a dying condition. Wrapped in blankets and escorted by men of the Fire Brigade, these unfortunate people were conveyed in motor-cars to infirmaries in other parts of the city. Fears are entertained for the regularity of the food supply of hospitals and other public institutions. The municipal hospital for the aged poor at Ivry is cut off by the water and has not been reconnected for two days. Boats have been unable to approach the institution. General Harment, commanding the 19th Artillery Brigade, has been ordered to establish a regular food supply at all costs.

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The question of the replenishment of the food supply in general threatens to become a serious problem if existing conditions continue. In the Chamber of Deputies yesterday

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A SOLDIER DROWNED.

A corporal of the 5th Infantry Regiment was drowned this morning while escorting a telegraph messenger, a hut along the Quai Debilly. The boat capsized, and the corporal, although a good swimmer, was immediately sucked under by the current. The messenger and the boatman were rescued.

At the entrance to the Champs Elysees this morning a carter who was mounting his untamed horse sank with the animal nearly as suddenly as the boat. The man was rescued, but the horse was killed.

HOSPITAL PATIENTS IN DANGER.

One of the most moving scenes was the removal, early this morning, of the 400 patients from the Bouteau Hospital in the Rue de la Convention, which lies in the Javel quarter. Many of the patients were seriously ill, and some of them in a dying condition. Wrapped in blankets and escorted by men of the Fire Brigade, these unfortunate people were conveyed in motor-cars to infirmaries in other parts of the city. Fears are entertained for the regularity of the food supply of hospitals and other public institutions. The municipal hospital for the aged poor at Ivry is cut off by the water and has not been reconnected for two days. Boats have been unable to approach the institution. General Harment, commanding the 19th Artillery Brigade, has been ordered to establish a regular food supply at all costs.

THE FOOD SUPPLY.

The question of the replenishment of the food supply in general threatens to become a serious problem if existing conditions continue. In the Chamber of Deputies yesterday

The Prime Minister, M. Briand, evoked loud cheers by declaring that the Government would proceed with the full rigour of the law against all looters and other marauders of the necessities of life who should attempt to take advantage of the shortage in order to force up prices. The fact that this public warning amount had been deemed necessary is sufficiently to show the gravity of the situation. In view of the orders to the troops and the general sanitary precautions enjoined upon the population, the state of affairs is rapidly approximating to the conditions of a siege. For the benefit of the population it is stated that there are large reserve stocks of wheat in the military granaries. Unfortunately a large number of mills have been flooded, and, as the daily consumption of flour in the capital is estimated at 10,000 metric quintals, every effort is being made to prevent further interruption of the railway service. It is understood that the Minister of Public Works has issued instructions for trains carrying provisions to Paris to be given precedence over all other classes of goods trains. This order has excited an outcry in various sections of the Press, which, in view of the flooding of the local paper factories, fear that their supplies of printing paper will be cut off. The price of the principal commodities exhibit considerable fluctuations, but, except in the case of vegetables, arrivals in most markets have so far proved normal.

Telegraph and telephone communications are seriously curtailed. Nearly 10,000 telephone subscribers are cut off, and telegraph communications with foreign countries are threatened by the flooding of part of the General Telegraph Office. Direct communications with England, Austria, Holland, and Denmark are impossible, and are maintained only by sending the messages by circuitous lines. The electric light on the left bank of the river has been almost entirely cut off. The supply of drinking water is diminishing.

The news from the suburbs and the provinces continues to be curtailed by the interruption of communications. Most of the evacuated towns and villages are now completely under water. Fontainebleau is entirely cut off from Paris.

GERMAN COMMERCE IN 1909.

THE LAST QUARTER'S PHENOMENAL RETURNS.

Iron Free Traders in Germany, says the Berlin Correspondent of a London paper, express satisfaction at the progress made by the foreign trade of the country during the past ten years, and at the ease with which the recent depression has been overcome.

The last month in the year 1909 was especially favourable, and the *Vossische Zeitung*, one of the chief Free Trade organs, says that the circumstances that Germany exported more goods in the last quarter of that year than it has done in any previous three months, is accordingly gratifying to Germans.

The development of Germany's foreign trade is shown by the *Vossische Zeitung* in tables giving the weight and value of Germany's exports and imports during the past twelve years. In 1898 the weight of Germany's imports was 427,298,388 double cwt. (a double cwt. being 100 kilograms)—that is, 220 English pounds. In 1899 it was 446,552,882 double cwt., in 1900, 459,117,993; in 1901, 443,045,774; in 1902, 433,556,519; in 1903, 470,338,476; in 1904, 501,863,159; in 1905, 543,071,912; in 1906, 581,372,001; in 1907, 663,938,320; in 1908, 605,258,550; and in 1909, 629,932,625 double cwt. The weight of Germany's exports was in 1898, 300,943,183 double cwt.; in 1899, 304,032,263; in 1900, 326,817,469; in 1901, 323,658,886; in 1902, 350,295,596; in 1903, 382,808,160; in 1904, 388,555,453; in 1905, 405,562,415; in 1906, 438,819,456; in 1907, 451,108,516; in 1908, 458,795,441; and in 1909, 467,942,940 double cwt. The circumstances that the increase in exports could be maintained during the year 1908, and is still more pronounced in 1909, is due to the large quantities of "fossil combination of the material" exported.

The value of the imports during the years 1898 to 1909, inclusive, was, respectively, in millions of marks, 5,080, 5,483, 5,766, 5,841, 5,631, 6,003, 6,354, 7,129, 8,022, 8,477, 7,564, 8,214. The value of the exports, proceeding in same order (that is, from 1898 to 1909), was, in millions of marks, 4,010, 4,207, 4,611, 4,431, 4,678, 5,014, 5,223, 5,731, 6,359, 6,845, 6,399, 6,681. During the past ten years the value of Germany's imports has thus increased by 42 per cent, and the value of her exports by 54 per cent.

The circumstances that the increase in value of imports in 1909, as compared with 1908, was relatively greater than that of the exports, is described by the *Vossische Zeitung* as "a favourable sign that Germany's need of raw products has, in consequence of the improvement of trade during the second half of last year, steadily increased, while the production and market for goods are pretty hesitatingly following the upward movement."

The half-yearly general meeting of shareholders of the Yokohama Engine and Iron Works, Ltd., was held on the 31st ultimo at the offices of the company, No. 161, Yokohama, Mr. F. J. Abbott presided, reports the *Japan Gazette*, there being also present Messrs. N. F. Smith, M. Russell, Fr. Reiz, C. Griffin, W. K. Trezise, W. R. Fellows, Lukins, A. E. Fischer, J. W. Weaver, H. W. Lee, M. J. Walter, and Mr. B. T. Bell (Secretary).

The Secretary having read the notice convening the meeting, the Chairman said:—"

SHIPPING.

ARRIVALS.

ANHEI, British str., 1250, J. B. Harris, 20th Feb.—Shanghai 17th February, General—Butterfield & Swire.

ABUKE MARU, Japanese str., 2,983, T. Ota, 20th Feb.—Mitsui 14th Feb., Coal—Mitsui Bussan Kaisha.

BOMBAY MARU, Japanese str., 3,398, J. Teramoto, 20th Feb.—Kobe and Moji 15th Feb., General—Nippon Yusen Kaisha.

BOENHO, German str., 1,544, T. Seabill, 20th Feb.—Sundank 15th February, Timber—Melchers & Co.

CANTON, British str., 19th Feb.—Canton.

DAONH CASTLE, British str., 2,655, B. V. Smith, 19th February—Singapore 12th February, General—Dunlop & Co.

DAITA MARU, Japanese str., 1,359, Kobayashi, 19th February—Wakamatsu 13th Feb., Coal—Mitsui Bussan Kaisha.

HAICHING, British str., 1,267, W. C. Passmore, 20th Feb.—Coast Ports 19th Feb., General—Douglas, Leppack & Co.

HILARY, German str., 1,276, R. Hatje, 19th Feb.—Daly, General—Jawa-China-Japan Line.

HYON, British str., 4,232, I. A. Davies, 20th Feb.—Shanghai 17th February, General—Butterfield & Swire.

JACOB DIEBENHOSEN, German str., 623, A. Hansen, 20th Feb.—Fakhoi and Hoihow 19th Feb., General—Jensen & Co.

JAPAN, British str., 5,505, J. G. Oliffent, 20th Feb.—Moji 15th Feb., General—Davis Sassoon & Co.

PETROBRAS, German str., 1,393, C. Gosewisch, 19th February—Bangkok 9th Feb., Rice—Butterfield & Swire.

SELUN, Norwegian str., 19th Feb.—Canton.

TAISHAN, Chinese str., 1,216, Panmore, 20th Feb.—Shanghai 17th February, General—Order.

TUNGSHING, British str., 1,173, W. Stalker, 20th Feb.—Daly, 15th February, Coal—Jardine, Matheson & Co.

WASHING, British str., 1,170, W. F. Richard, 20th Feb.—Moji 15th Feb., Coal—Jardine, Matheson & Co.

WAKAMATSU MARU, Japanese str., 2,778, U. Akawa, 18th Feb.—Wakamatsu 12th Feb., Coal—Mitsui Bishi Kaisha.

XATSHING, British str., 1,424, S. J. Payne, 19th Feb.—Amoy 18th February, Coal—Jardine, Matheson & Co.

DEPARTURES.

19th February.

AGRAH, British str., for Bombay.

HEIMDAL, Norwegian str., for Saigon.

HIZEN, Japanese battleship, for Japan.

IKAWA, Japanese cruiser, for Japan.

KIANG CHING, Chinese str., for Chinkiang.

KWANGSE, British str., for Swatow.

MIKASA, Japanese battleship, for Japan.

MUNGAHTE CASTLE, British str., for Sapporo.

ONISANO, British str., for Kobe.

PONGTONG, German str., for Bangkok.

RYUN, British str., for Manila.

SAGAMI, Japanese cruiser, for Japan.

SAZONIA, German str., for Shanghai.

SHIKESHIMA, Japanese battleship, for Japan.

SHINYO MARU, Jap. str., for Amoy.

SUBISAN, British str., for Canton.

SUVO, Japanese cruiser, for Japan.

TAIHEI, Dutch str., for Yokohama.

20th February.

ASORAN MARU, Japanese str., for Takao.

BOUBON, French str., for Saigon.

CANTON, British str., for Saigon.

C. DIEBENHOSEN, German str., for Hoihow.

CHIKHI, British str., for Saigon.

CHOYANO, British str., for Shanghai.

DALIN MARU, Jap. str., for Swatow.

ELAK, British str., for Palawan.

HAIRUN, British str., for Swatow.

HAIRUN, Norwegian str., for Bangkok.

IKAWA, German str., for Singapore.

LIKAW, British str., for Shanghai.

MAUSANO, British str., for Sandakan.

NINGPO, British str., for Amoy.

SELUN, Norwegian str., for Saigon.

SHIPPING REPORTS.

The Chinese str. Taishan reports: Fine weather, moderate N.E. monsoon.

The British str. Haiching reports: Moderate winds N.E. and sea, cloudy weather.

The British str. Washong reports: A N.W. gale was experienced until making the China Coast about Tamsat Island, then the wind veered round to the N.E. and a moderate monsoon, was encountered until off Breaker Point, when the wind and sea dropped and light variable winds and a smooth sea and hazy weather to port.

VESSELS IN DOCK.

February 18th.

Kowloon Dock.—H.M.F.S. Rainier, America, Rio Lema, Empress of India, Taishan, Chingping, Perita, Elak.

Cosmopolitan Dock.—Chiller.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"PATHAN" about 26th Feb.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 2nd February, 1910. [25]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Capt. R. L. Daniels, R.N.R., will be despatched as above about the 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong 1st February, 1910. [245]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to ARNOLD, KAHNBERG & Co., General Agents.

Hongkong, 1st February, 1910. [246]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	E. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	R. L. Daniels, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 1st March.
LONDON &c. via Usual Ports of Call	DELTA	Brit. str.	—	B. W. H. Snow	E. & O. S. N. Co.	On 5th Mar., at Noon.
COPENHAGEN & BALTIC PORTS	INDIAN	Swed. str.	—	Miller	MELCHERS & Co.	End of Feb.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAHARA	Ger. str.	—	Sachs	HAMBURG-AMERICA LINE	On 14th March.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	—	Ballo	HAMBURG-AMERICA LINE	On 10th March.
HAVRE & HAMBURG VIA STRAITS, &c.	SALONIA	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 27th March.
MA SEBILLES, &c. via Ports of Call	SHENAI	Ger. str.	—	Gronnet	HAMBURG-AMERICA LINE	On 3rd April.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 1st Mar., at 1 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 15th March.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 2nd Mar., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 16th Mar., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 30th Mar., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 26th inst., P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 20th inst.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 8th March.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 26th inst., at 7 A.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 10th March.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 24th May, at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 29th Mar., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 14th Mar., at 4 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 18th March, at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	About 5th March.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-day, at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 16th Mar., at Noon
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	Quick despatch.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	About 20th inst.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	About 24th inst.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 24th inst., at 4 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 24th inst.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 24th inst., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	About 25th inst.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 27th inst., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 27th inst., at D'light
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 27th inst.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 28th inst., P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 8th Mar., at Noon
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 12th March.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	Quick despatch.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 2nd Mar., at 10 A.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 10 A.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at 10 A.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 3 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at 4 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 1st Mar., at 3 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 4th Mar., at 4 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	On 5th Mar., at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	End of Feb.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-morrow.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MA SEBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENAI	Ger. str.	—	Hohl	HAMBURG-AMERICA LINE	Quick despatch.

THE BANK LINE LIMITED.

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PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

— VIA —

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	4,232	J. Mathie	On 10th March, 1910
AMERIC	4,363	J. Boyd	On 7th April.
SUVERIC	4,232	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 2nd June.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS,	"YORCK"	Wed'ay, 23rd Feb., at Noon.
GIBRALTAR, SOUTHAMPTON,	"PRINZESS ALICE"	About Thursday, 24th February.
ANTWERP & HAMBURG	"PRINZESS ALICE"	Friday, 25th Feb., at D'light
SHANGHAI, NAGASAKI, KOBE	"PRINZESS ALICE"	End of February.
AND YOKOHAMA	"PRINZESS ALICE"	About Saturday, 5th March.
MANILA, YAP, NEW GUINEA	"BOENHO"	
SAMARAI, BRISBANE, SYDNEY	"PRINZESS ALICE"	
and MELBOURNE.	"PRINZESS ALICE"	
KUDAT & SANDAKAN	"PRINZESS ALICE"	
YOKOHAMA & KOBE	"PRINZESS ALICE"	

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 15th February, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" Sat., 26th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April
	From Quebec.
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July

The "EMPERESS" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 29th Feb., P.M.
MA SEBILLES VIA PORTS	"ERMANDE BELO"	On 1st March.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE"	On 14th Mar., P.M.
MA SEBILLES VIA PORTS	"ERNEST SIMONS"	On 15th Mar., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227/10s. up to 271/10s. 20 hours Railway from Marseilles to London. Intermediate most Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. THOMAS, AGENT, Queen's Building.

Hongkong, 15th February, 1910.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th January, 1910. [186]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for the above Ports on FRIDAY, the 25th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co's Steamers.

Tar for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 18th February, 1910. [302]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRITISH, FRENCH, ITALIAN AND AUSTRIAN PORTS).

THE Company's Steamship

"VORWAERTS,"

Captain Bednarek, will be despatched as above on SATURDAY, the 26th Feb., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 31st January, 1910. [3]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

THE STEAMER

"CARMARTHENSHIRE"

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about BEGINNING OF MARCH.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong 14th December, 1909. [102]

GEORGE L. LENK. RODEWISCH I.V. MANUFACTURERS OF BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Mails from EUROPE via SIBERIA —	Date of Despatch from London.	Date due in Hongkong.	Vessel.
2nd & 4th February.	Tomorrow.	Nyassa.	

FOR	DATE
Singapore, Malacca, and Yokohama	Monday, 21st, 11.00 A.M.
Manila, Cebu, and Yokohama	Monday, 21st, 1.15 P.M.
Singapore, Malacca, and Yokohama	Monday, 21st, 3.00 P.M.
Singapore, Malacca, and Yokohama	Monday, 21st, 5.00 P.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 9.00 A.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 11.00 A.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 1.15 P.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 3.00 P.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 5.00 P.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 7.00 P.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 9.00 P.M.
Singapore, Malacca, and Yokohama	Tuesday, 22nd, 11.00 P.M.
Singapore, Malacca, and Yokohama	Wednesday, 23rd, 1.00 A.M.

IT IS NOT THE NAME

BUT

IT IS THE QUALITY



OBTAINABLE EVERYWHERE
H. RUTTONJEE & SON,
WINE AND SPIRIT MERCHANTS.

FORTHCOMING EVENTS.

Wednesday, 23rd Feb.—Hoop of Race Ponies at Fountain, by Messrs. Hughes & Hough.
Saturday, 26th Feb.—29th Ordinary Annual Meeting of Hongkong Ice Co., Ltd.
Tuesday and Wednesday, 9th and 10th March.—Hongkong Horticultural Society, Annual Show, in the Botanic Gardens.
Wednesday, 9th March.—Forty-First Ordinary Meeting of H.K. Fire Insurance Co., Ltd.
Thursday, 10th March.—First Meeting of The China Fire Insurance Co., Ltd.
Monday, 14th March.—Fourth Annual Prize Meeting of China United Service Rifle Association, at Kowloon City and King's Park Ranges.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

February 19th.

ON LONDON:—		February 19th.
	Telegraphic Transfer	1/9 1/2
	Bank Bills, on demand	1/9 1/2
	Bank Bills, at 30 days' sight	1/9 1/2
	Bank Bills, at 4 months' sight	1/9 1/2
	Credit, at 4 months' sight	1/9 1/2
	Documentary Bills 4 months' sight	1/9 1/2
ON	PARIS:—	
	Bank Bills, on demand	222
	Credit, at 4 months' sight	222 1/2
ON	GERMANY:—	
	On demand	180 1/2
ON	NEW YORK:—	
	Bank Bills, on demand	42 1/2
	Credit, at 60 days' sight	44
ON	BOMBAY:—	
	Telegraphic Transfer	13 1/2
	Bank, on demand	13 1/2
ON	CALCUTTA:—	
	Telegraphic Transfer	13 1/2
	Bank, on demand	13 1/2
ON	SHANGHAI:—	
	Bank, at sight	74 1/2
	Private, 30 days' sight	75 1/2
ON	YOKOHAMA:—	On demand
		76 1/2
ON	MANILA:—	On demand
		80 1/2
ON	SINGAPORE:—	On demand
		75 1/2
ON	BATAVIA:—	On demand
		106 1/2
ON	HATYONG:—	On demand
		71 1/2 p.m.
ON	SAKHON:—	On demand
		71 1/2 p.m.
ON	BANGKOK:—	On demand
		37 1/2
	GOLD LEAF, 100 fine, per fuel	811.30
	GOLD LEAF, 100 fine, per fuel	858.60
	HAB SILVER, per oz.	24d.
SUBSIDIARY COINS.		
Chinese	20 cents pieces	\$9.52 discount
Chinese	100	\$9.85 "
Hongkong	20	\$9.40 "
Hongkong	100	\$9.65 "